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# The North Pickering Project

## A NEW COMMUNITY



Ministry of  
Housing

### PLANNING INFORMATION





**Ministry of  
Housing**

Hon. Donald R. Irvine, *Minister*

R. M. Warren, *Deputy Minister*

## **North Pickering Project**

Attached is additional material for inclusion in the planning information kit previously provided to you.

The contents are designed to bring you up-to-date on the planning process, and provide you with an opportunity to contribute your ideas and suggestions to the Project's Planning Team.

Please read the material in the following order:

1. Evaluation of Phase II, Preliminary Planning Concepts;
2. Phase III Modified Concept Plans

A response form and self-addressed, stamped envelope are also provided so that you may mail your comments to the Project. The response form is designed to elicit your views on the Modified Concept Plans and should be returned to the North Pickering Project no later than December 2, 1974.



# NORTH PICKERING PROJECT PLANNING A NEW COMMUNITY

## THE PLANNING PROCESS

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The North Pickering Project is a Provincial undertaking to create a New Community through a program of comprehensive planning for a variety of land uses on a 25,000 acre site located north-east of Metropolitan Toronto.

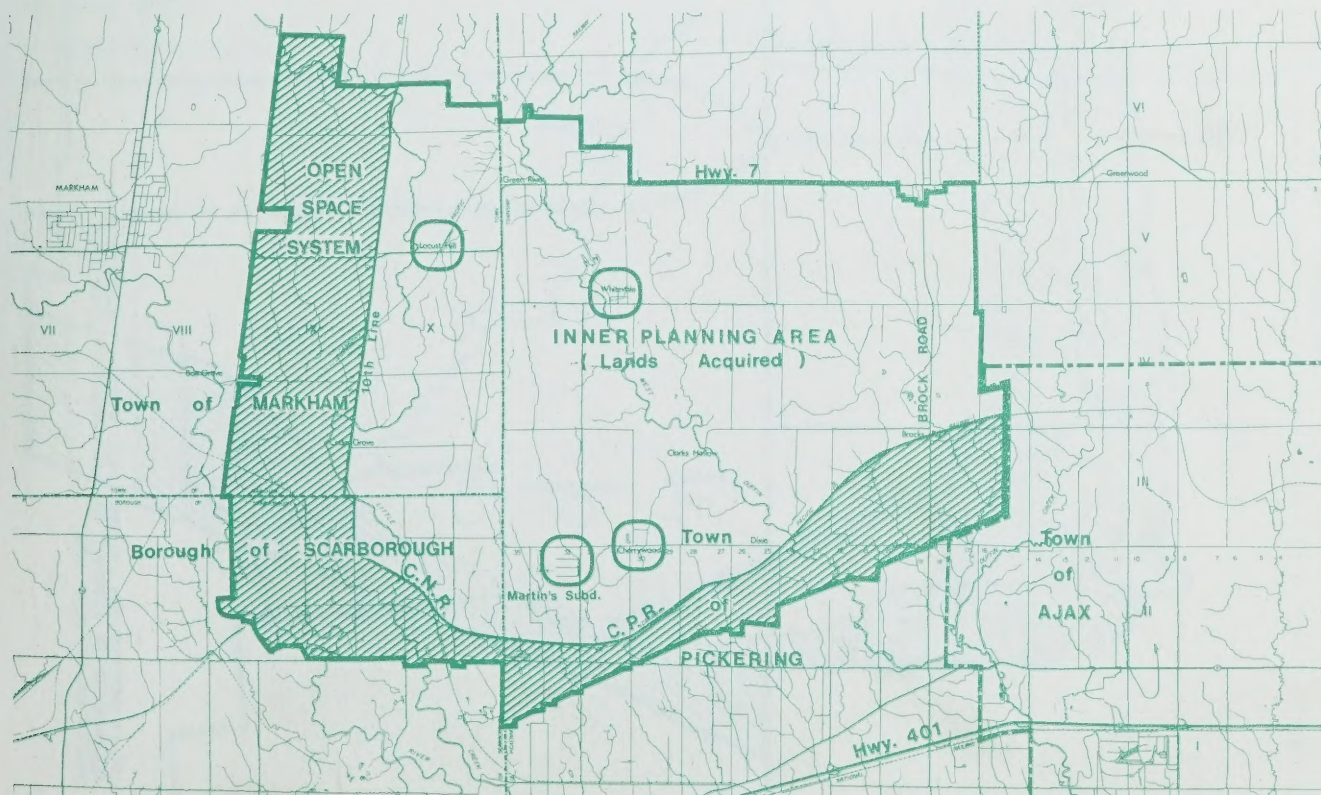
Special emphasis is being placed on close consultation and participation between the Project Team and citizens to work out details of staging and shaping the area's future form.

Through this Public Planning Process, the Project Team will concentrate on providing a balance of residential, industrial, commercial, recreational and agricultural needs within the site. In addition, it will work to ensure that the New Community will be integrated with other centres through planned social, economic and transportation links.

### THE PLAN FOR NORTH PICKERING

The Public Planning Process will conclude with the selection of the Plan for North Pickering.

- The Plan will establish the general principles and objectives for development of the New Community and the broad pattern under which development will take place during the next 25 years.
- Within this broad pattern many adjustments are anticipated with the experience gained over time. There will be an ongoing review of the Plan as part of the development process. The Plan being formulated is intended to be put forward with a reasonable degree of confidence that, although specific circumstances may change, the basic principles will remain sound and workable.
- The Plan will set the long-term planning guidelines, the framework by which the public and planners can begin the detailed design of individual neighbourhoods, industrial and commercial centres, recreational and community facilities, and the most effective way to utilize the existing agricultural resources.





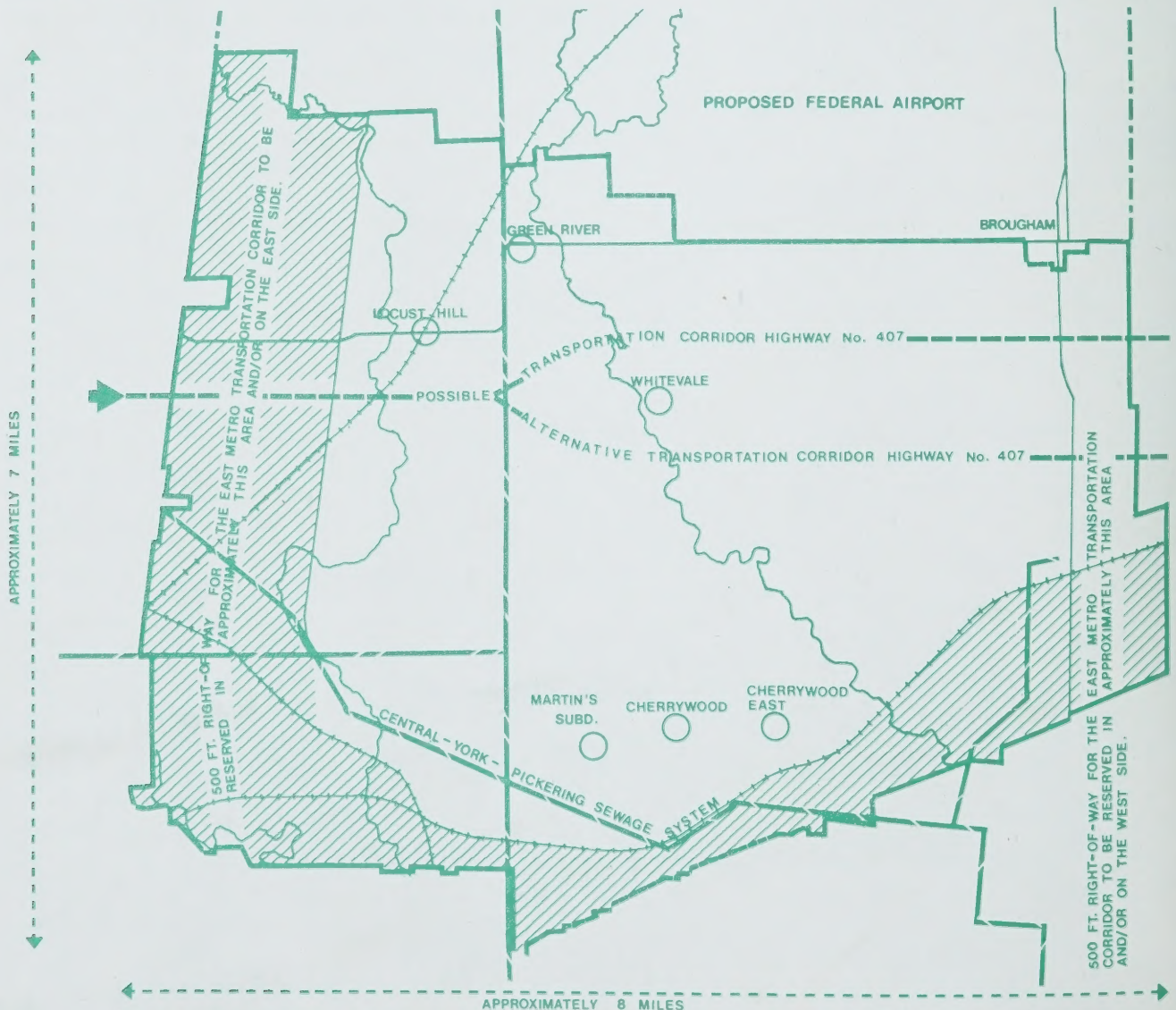
At this stage, few planning decisions have been made. For example, population targets, and the appropriate staging of development for the New Community have not been set. These and other factors will be determined through the Public Planning Process. However, there are constraints and influences that must be recognized at the outset.

### Planning Decisions Already Made

- 8,000 acres on the west and south periphery of the site are set aside for an Open Space System to act as a buffer between other communities; to provide agricultural and recreational uses; and for transportation and utility corridors;
- The hamlets of Whitevale, Locust Hill, Cherrywood and the developments of Martin's Subdivision and East Cherrywood will be preserved.

### Major Regional Influences on Alternative Land Uses and Character

- The proposed Federal Airport which may be built on 19,000 acres immediately north of the New Community;
- Major provincial transportation facilities such as Highway #407 and the East Metro Transportation Corridor;
- The Central York-Pickering Areas water and sewage systems.



The Public Planning Process involves participation by:

#### *Municipalities*

- Regional Municipality of Durham
- Town of Pickering
- Regional Municipality of York
- Town of Markham
- Municipality of Metropolitan Toronto
- Borough of Scarborough

#### *Site Residents*

- General
- Hamlet Associations
- Special Groups

#### *Agencies*

- Provincial Ministries
- Agencies, Boards and Commissions

#### *Special Interest Groups*

- groups interested in particular aspects of the Plan

#### *General Public*

- Present Interests
- Future Interests

## **TIMING**

Phase II should conclude by the end of Summer 1974; Phase III and IV are to be completed by Spring 1975.

Following completion of the Plan for North Pickering, an approval process will be undertaken that will include public review.

## **THE NEXT STEPS**

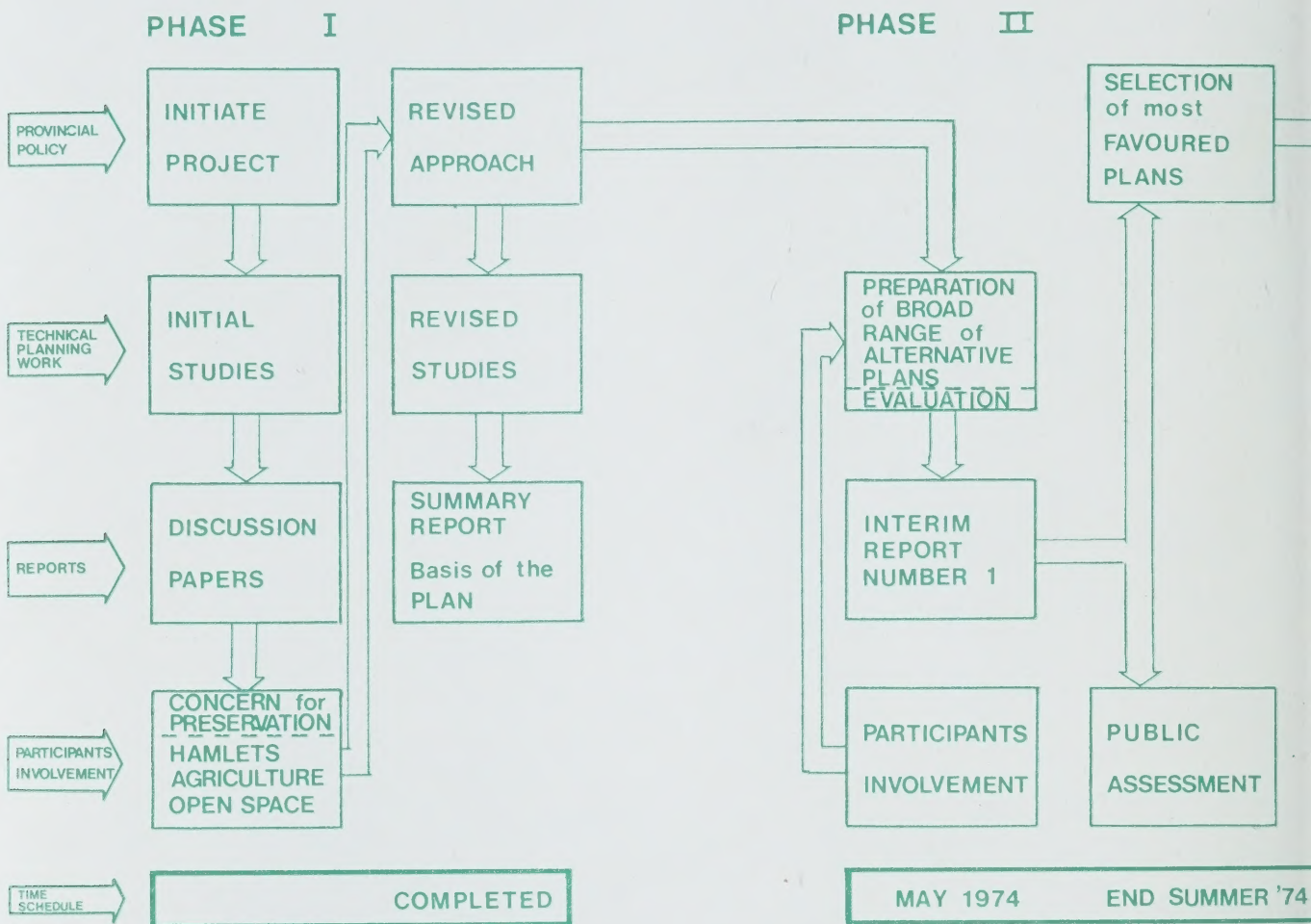
Upon completion of the Plan for North Pickering, the following programme has been scheduled for the first neighbourhoods, assuming availability of basic services.

- Detailed Planning and Engineering
  - Mid-1975 to mid-1976
- Engineering and Construction of Services
  - starting Spring 1976
- Construction of Housing
  - starting Spring 1977



## THE PUBLIC PLANNING PROCESS

There are four major phases in the planning process for the New Community that will result in the Plan for North Pickering.



### Phase I

#### *Basis for the Plan*

This phase is already completed and a report summarizing the work done is being prepared. It involved the collection of data and studies related to:

- Community Design
- Social Development
- Economic Development
- Environmental and Agricultural Planning
- Transportation Planning
- Services, Utilities and Communications Planning
- Finance and Data Management

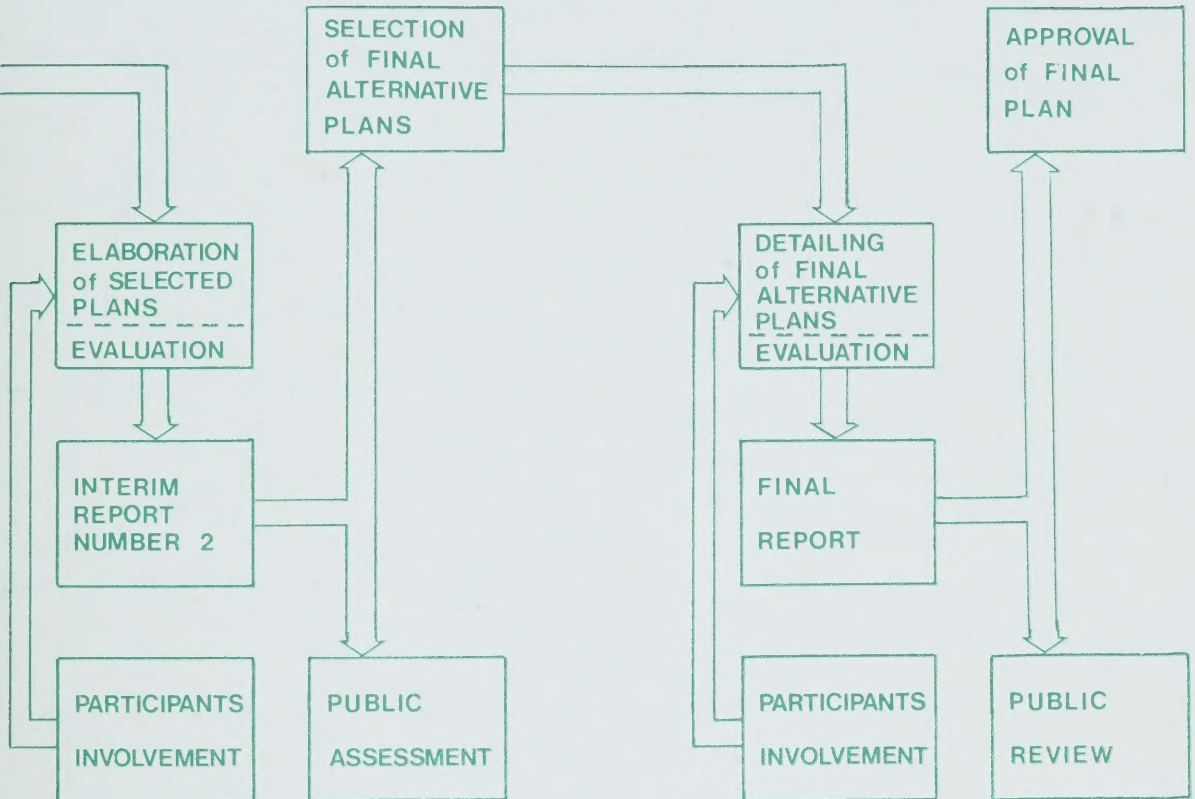
### Phase II

#### *Generating Alternative Plans; Selecting Most Favoured Plans*

- Create and display land use plans
- Describe and evaluate the implications of each alternative plan and select Most Favoured Plans.

### PHASE III

### PHASE IV



FALL '74

SPRING '75

#### Phase III *Elaboration of Favoured Plans; Selection of Final Alternative Plans*

- quantitatively assess Selected Plans for:
  - land use
  - transportation networks
  - community and social services
  - cost estimates
  - physical design and landscaping principles

#### Phase IV *Detailing of Final Alternative Plans; Approval of Final Plan for North Pickering*

- this final stage would describe the alternative staging and implementation programmes as well as list precise evaluation criteria and on-going monitoring mechanisms.

The Public Planning Process involves participation by:

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- Regional Municipality of Durham
- Town of Pickering
- Regional Municipality of York
- Town of Markham
- Municipality of Metropolitan Toronto
- Borough of Scarborough

*Site Residents*

- General
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- Special Groups

*Agencies*

- Provincial Ministries
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- groups interested in particular aspects of the Plan

*General Public*

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- Future Interests

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**THE NEXT STEPS**

Upon completion of the Plan for North Pickering, the following programme has been scheduled for the first neighbourhoods, assuming availability of basic services.

- Detailed Planning and Engineering
  - Mid-1975 to mid-1976
- Engineering and Construction of Services
  - starting Spring 1976
- Construction of Housing
  - starting Spring 1977



The North Pickering Project is one of the most ambitious programs ever undertaken by the Government of Ontario — the creation of a new community located north-east of Metropolitan Toronto. It will be an important element in meeting the long-term housing needs of the Toronto-Centered Region.

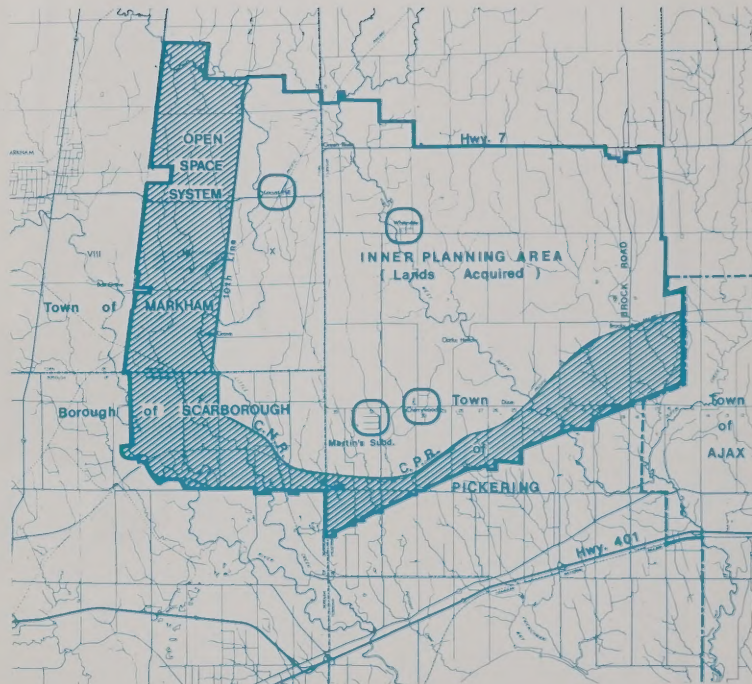
Planning of the 47,200 acre site will concentrate on providing a balance of industrial, residential, commercial, recreational and agricultural needs. An additional 8,000 acres on the western and southern periphery will provide an open space buffer with agricultural and recreational uses. It will also accommodate servicing and transportation corridors. Hamlets and existing subdivisions within the site such as Whitevale, Locust Hill, Martin's Subdivision, Cherrywood and East Cherrywood will be preserved.

North Pickering is the legacy of a series of plans and studies that have occurred within the Toronto region during the last 10 years, and more specifically Ontario's "Design for Development: The Toronto-Centered Region", announced in May, 1970.

## TORONTO-CENTERED REGION

The Toronto-Centered Region (TCR) takes in an 8,600 square mile area stretching from Hamilton-Brantford on the West, the Georgian Bay area on the North, to beyond Port Hope-Cobourg on the East. Three zones were established: an area for urban development (Zone I); a region of modest urban growth with emphasis on agriculture, recreation, and open space (Zone II); and a peripheral area of selected urban-economic development (Zone III).

North Pickering is in Zone I, the lakeshore urbanized area where a system of two-tiered cities has been proposed. These centres would be of different size, growth potential, and roles, but would be tightly integrated through social, economic and transportation links. Initially, it was envisaged that



development of new communities would begin in the 1980's, but the Federal Government's decision in 1972 to build a new major airport northeast of Toronto shifted the timetable.

Refinement of the TCR Plan led to the combination of two of the original Zone I centres, Cedarwood and Brock, into the North Pickering community on land immediately south of the proposed airport. Planning for a Parkway Belt from Dundas to Oshawa was intensified. The alignment of the Belt from Dundas to Markham has already been proposed and plans are proceeding for the easterly portion.

## THE NORTH PICKERING PLANNING AREA

When the Government of Ontario announced the Project in March, 1972, it undertook to purchase as many properties as possible within the 25,200 acre site on the open market. At the same time, the North Pickering Project Team was set up to plan the new community. In January, 1974 the Government announced that because of the importance of protecting historical, agricultural and recreational resources, 8,000 acres on the west and south periphery of the site would be set aside for open space and agricultural uses. In addition, the Government stated that within the remaining 17,200 acres, additional land could be set aside for these purposes while allowing for balanced development of housing and employment opportunities.

In early 1974, the Province expropriated the remaining properties in the Inner Planning Area and introduced temporary ministerial orders to control land uses on the entire 25,200 acre site until final planning is approved.

## PLANNING NORTH PICKERING

Because the circumstances governing development are bound to change over the years, it will be necessary to approach the development programme with a considerable degree of flexibility. The Plan

for North Pickering which is now in preparation, is not intended to represent a firm picture, in every detail, of the future development of the new community. Rather, it is intended to indicate the general principles and objectives underlying the development of North Pickering and the broad pattern which development is envisaged as taking. The Plan is intended to be put forward with a reasonable degree of confidence that although specific circumstances may change, the basic principles will remain sound and workable.

The experience of the private sector was introduced into the Project when the Province engaged Plantown Consultants Limited in mid-1973 to assist in the planning. This is a consortium of 11 firms including town planners, engineers, designers and related consultants.

Extensive background studies have been carried out in all areas of planning, including the social, physical, economic, environmental and agricultural needs of both the site and the surrounding region. This data is being used as the basis for the formulation of the North Pickering Plan.

## FROM PLAN TO DETAILED DESIGN

The Plan for North Pickering will set the long-term guidelines for the New Community. It will be the framework by which planners and the public can begin the job of planning the detailed design of individual neighbourhoods, industrial and commercial complexes, and public open space areas. The first residential neighbourhoods are expected to be ready for occupancy by the fall of 1977.

North Pickering offers an opportunity for the development of new and innovative forms of housing as well as new and better ways to organize existing urban institutions, urban management and practices. In essence, it will allow the Ministry of Housing an opportunity for testing new concepts, while serving as a significant element in the Province's housing strategy over the long term.

## THE PUBLIC — PARTNERS IN PLANNING

When the Province of Ontario created the North Pickering Project Team in March, 1972, it added an important condition to the planning process. The public would be involved in all phases of planning, from the development of initial concepts to the final recommended plan. The Project Team is now moving to involve the public within the site and in the region from Oshawa to Metro Toronto. Dialogue has been established with special interest groups, such as, environmentalists, and planning associations. Representatives of municipal governments have been contacted as have residents of new towns and subdivisions already in existence around Metropolitan Toronto.

Discussions will help answer such questions as:

What are public's expectations regarding a new community? What are expectations likely to be in the future?

What types of industry and employment should be considered? Should they complement existing facilities in the region?

What are the best and most realistic population targets for the next five, 10 or 20 years?

How much land should be retained for recreation?

The Project Team will put together a number of illustrative concepts. Each will vary according to the implications of population size and land uses. Working with the public, consequences of each approach will be reviewed in terms of the likely effects on the overall planning objective — creation of a community that is sensitive to the needs of people, the environment, and the region as a whole.

Background data gathered during the past two years will be used in creating the alternatives. Different policy options and trade-offs will be tested to determine, as much as possible, the effects. In

each case, the public's views will be introduced into the planning.

When alternatives have been reviewed, the consultants and the public will begin the process of narrowing down the options. By Spring, 1975 the resultant Plan will be recommended to the Government as the best planning framework for North Pickering.

## YOU CAN HAVE A ROLE TO PLAY

*If you want to find out more about the Project and how you can get involved contact us at any time.*

*The address:*

North Pickering Project,  
950 Yonge Street, 6th Floor,  
Toronto, Ontario  
M7A 1Y7  
Telephone: 965-3031

# THE NORTH PICKERING PROJECT

# A NEW COMMUNITY



Ministry of  
Housing  
Hon. Sidney B. Handleman, Minister  
R. M. Warren, Deputy Minister

Ontario



Ministry of  
Housing



# NORTH PICKERING PROJECT



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Housing

## AN INTRODUCTION TO THE PLANNING KIT

The North Pickering Project would like to get your reaction to some initial issues about the New Community relating to its size and form. We realize that you do not have all the relevant background data and therefore we have prepared this Planning Information Kit. It contains:

- THE PLANNING PROCESS, a brochure describing the four-phase programme leading to final approval of the Plan for North Pickering;
- NATURAL AND MAN-MADE INFLUENCES, maps outlining some of the natural and man-made factors such as agricultural capabilities that our studies indicate will play a major role in determining the ultimate land use plan;
- Three brochures detailing 12 preliminary, alternative, physical design concepts of the New Community;
- A stamped, self-addressed response form to enable you to convey your ideas to the Project planners.

The Project Team is emphasizing close consultation with the public in this Phase in order to establish the optimum size and general form of the urban component bearing in mind the importance of preserving agricultural land. Each of the 12 preliminary concepts developed by the Team illustrates a "mature sized" community which would be considered "complete" when developed to that size. However, we recognize that future generations may wish to change priorities. Therefore the final plan must be flexible enough to enable future generations to provide for expansion of the urban areas if it is deemed desirable at that time.

The Mature sizes with their implications for population, years to complete, and the approximate percentage of land used for urban development are listed below, four for each of 3 general forms, A, B and C.

<i>Mature Size</i>	<i>Years to Complete</i>	<i>Approximate Population Range</i>	<i>% of Site Used for Urban Development</i>
1	Up to 1985 (5 – 8 years)	25,000 – 35,000	Approximately 7%
2	Up to 1995 (8 – 18 years)	65,000 – 85,000	Approximately 14%
3	Up to 2010 (18 – 33 years)	130,000 – 170,000	Approximately 35%
4	Beyond 2000	175,000 – 225,000	Approximately 50%

The preliminary concepts illustrate a range of sizes and forms that recognize the importance of retaining agricultural land and of preserving hamlets and open space — factors emphasized in the revised planning approach announced in January, 1974.

In order to preserve the best agricultural land for as long as possible, some in perpetuity, these initial concepts stress commencement of development on the east side of the site where non-arable land as well as the lowest grade of agricultural land are located. In all concepts, Mature Sizes "1" and "2" ensure that the greatest portion of the land remains in agricultural or open space use. If Mature Size "3" or "4" is adopted, a significant portion of the agricultural land would yield to urban development in the 1990's.

Although the social and economic factors that will influence planning are not outlined specifically, they are reflected in the concepts. Discussion of these factors has been omitted at this time in order to focus attention on the physical aspects that must be determined before detailed planning can begin. The social and economic factors will be reviewed later in the planning process.

At this point we are stressing major physical characteristics. These are:

1. Agricultural areas;
2. Open space and natural preserves;
3. Residential areas;
4. Commercial and institutional centres;
5. Employment areas;

6. Road networks;
7. Regional and local transit networks;
8. Reserve sites or opportunity areas.

Other physical elements such as pedestrian ways, bicycle paths, educational, cultural and recreational facilities will be taken into account during detailed planning. The purpose in preparing preliminary concepts is not so much to develop possible solutions. It is to explore the implications or "trade-offs" inherent in differing approaches.

For example, as well as preserving agricultural land and retaining existing hamlets, an additional objective might be to minimize the use of private cars for trips between home and work in the urban areas. This could be done in several ways. One is through the dispersal of employment centres to several locations that are relatively close to residential areas (Concept A). This would make it possible for more people to walk or bicycle to work in good weather.

Achieving certain objectives, however, may make it difficult to reach others. In the above example, dispersing employment centres may make it difficult — even impossible — to get enough concentration of employment to ensure an efficient public transit system. This indicates the type of compromise or "trade-off" that occurs in attempting to achieve differing objectives.

Inevitably, when one looks at the planning elements from different points of view, trade-offs will have to be made. Some, such as between environment and transportation, can be reconciled in a clear, relatively easy way. Others will require a much greater degree of work and understanding. What is already apparent, however, is that in several important areas, some very difficult questions must be resolved. Some of them are:

1. What are the advantages and disadvantages of communities of differing sizes?
2. What are the advantages or disadvantages of differing degrees of concentration or dispersal of the various elements of the urban fabric?
3. What provisions should be made for the use and encouragement of the use of public transit facilities?

4. What relationship should the new community have to the proposed new airport immediately to the north?
5. Should there be extensive integration between the new community in physical, social and economic terms with the remainder of the Toronto-Centred Region immediately surrounding it?
6. In what ways can the design of a community of one size ensure that it is capable of being able to grow naturally and comfortably to a larger size should the priorities of future generations indicate that it is desirable for it to do so?
7. Should there be a central business district in which are concentrated the major commercial, institutional and other special purpose facilities for the community as a whole, or should these be distributed in a number of activity centres dispersed throughout the community?
8. Should special purpose agricultural lands, such as market gardens and rental garden plots, be integrated into the urban areas of the community or be situated in peripheral locations?

## THE NEXT STEPS

A process of evaluation will be applied to all the concepts to systematically determine the "trade-offs" implicit in each. It will be done in a way that will permit the Project Team to re-examine any findings and conclusions as a result of the public reaction to the work being done.

The Project planners will prepare a preliminary list of implications on each of the concepts which will include the perceptions of both the public and the planning team. These, together with additional concepts that will be generated as a result of the perceptions and comments to date, will be mailed to you.

A stamped, self-addressed response form is included in this kit to assist you in conveying ideas and suggestions to the planners. When you have reviewed the concepts, please fill out the form, including any additional suggestions you wish to make, and return it to the Project.



Ontario

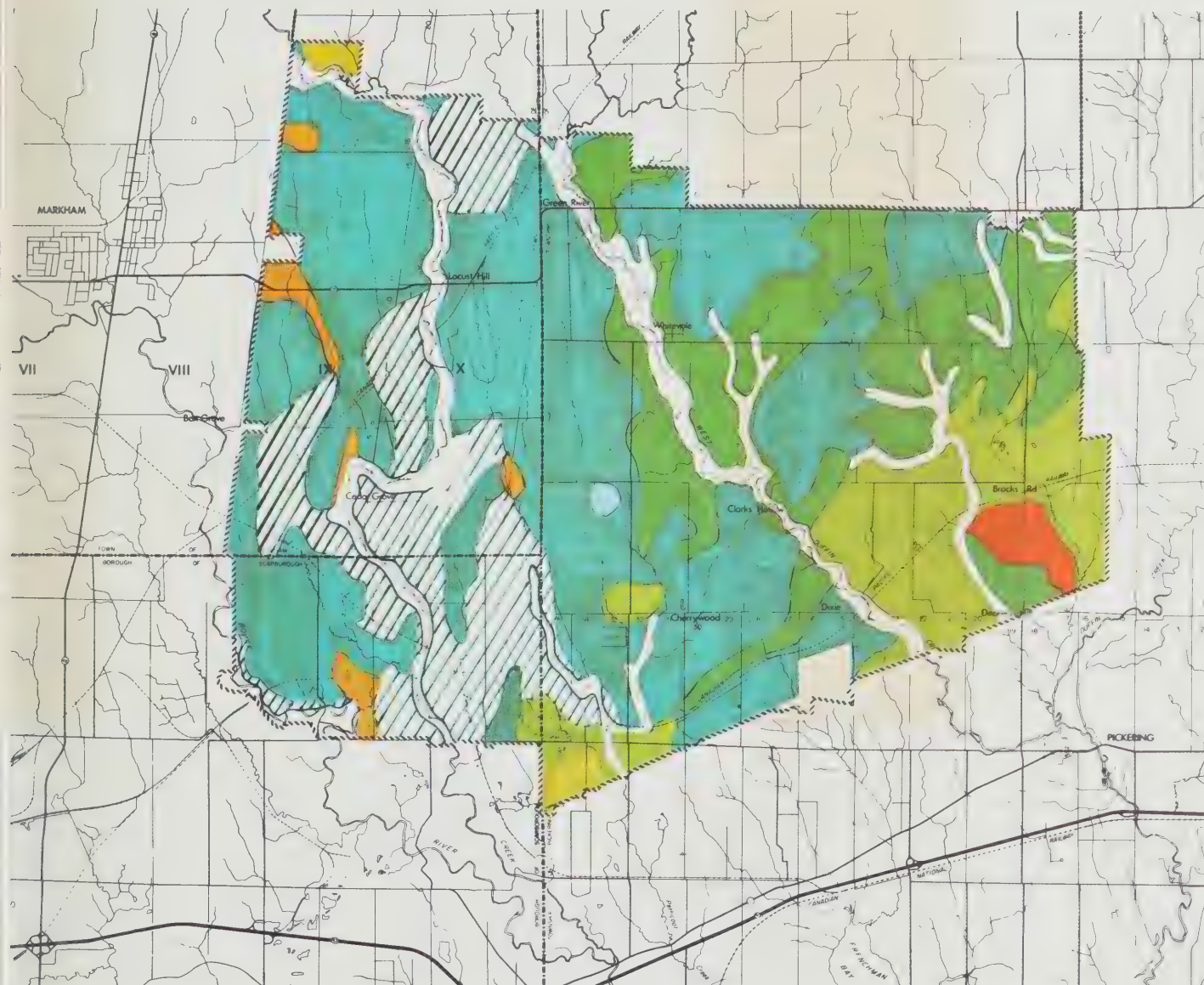
Ministry of Housing

Hon. Sidney B. Handleman, *Minister*  
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## NATURAL AND MAN-MADE INFLUENCES









This brochure contains five maps of some of the key influences – both natural and man-made – which affect land use planning for the New Community at North Pickering. These and several others were used to prepare the physical design concepts included in this kit. Each map is color-coded to enable you to utilize this information in the assessment of the alternative concepts, and to help you develop any of your own ideas on the blank map provided (See Page 6).



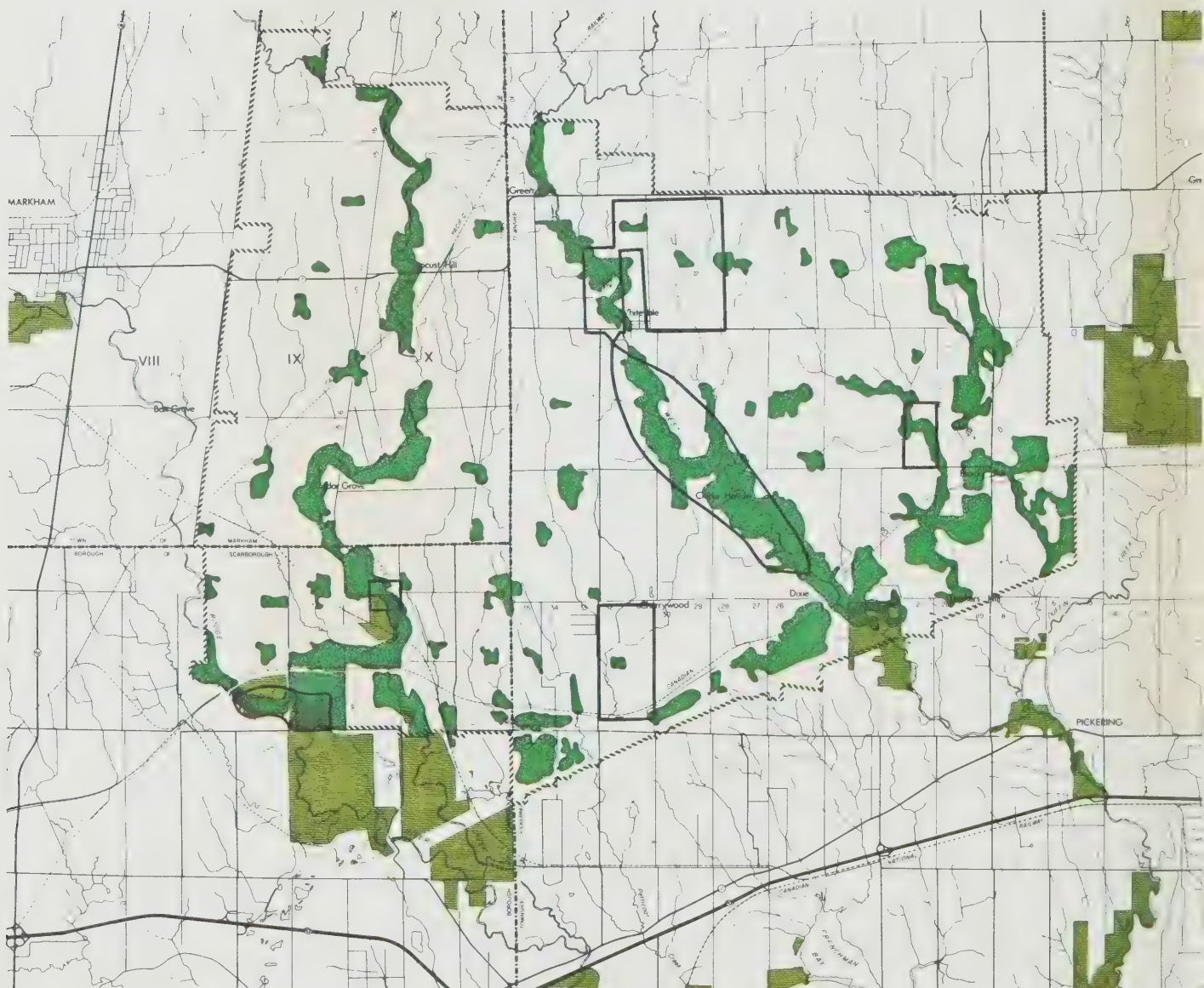
**AGRICULTURAL CAPABILITY (MAP 1)**

This map shows the general character of the agricultural land which is common to the Toronto region.

### COLOUR CODE

	Class 1: 100%		Class 3p: Stoney
	Class 1: 70%, Class 2: 30%		Class 3w: Excess Moisture
	Class 1: 50%, Class 2: 50%		Class 4w: Excess Moisture
	Class 2 $\frac{1}{3}$ : Low Fertility, Low Moisture		Class 0: Organic

# FOREST RESOURCES, WILDLIFE & NATURAL HABITATS (MAP 2)

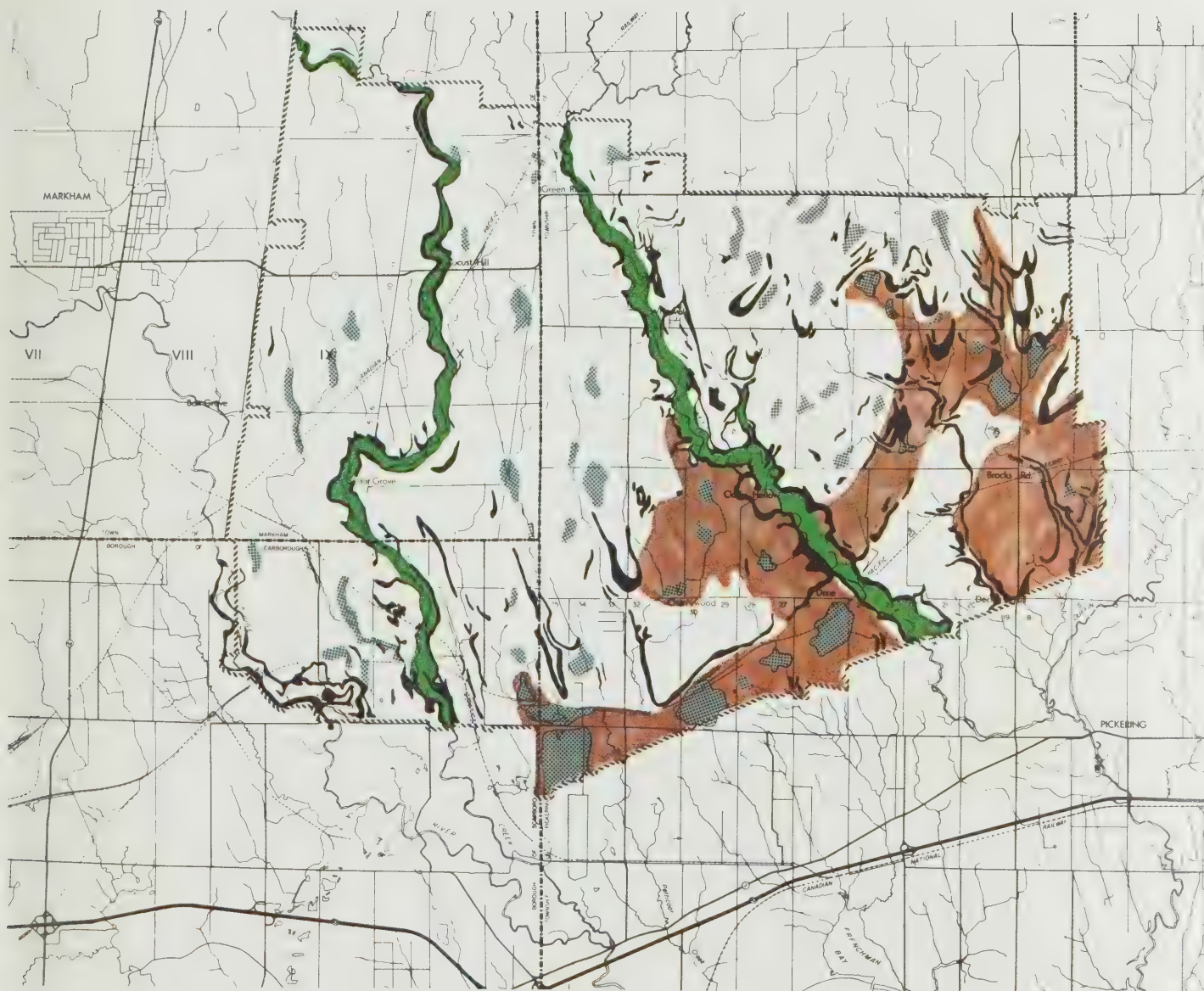


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


- Major Forest Resources
- Environmental Significant Areas  
For Wildlife and Natural Habitats
- Conservation Authority Lands



### NATURAL PHYSICAL CHARACTERISTICS (MAP 3)



## COLOUR CODE

-  Slopes Greater Than 10% – Steep Slopes
-  High Ground Water Table – (Underground Water Table Close to Surface of Land)
-  Drainage Sloughs – Swampy Areas





## ALTERNATIVES FOR FUTURE HIGHWAYS (MAP 4)

This map indicates corridors within which these future highways could be located. The actual right-of-way required would show on this map as a line approximately equivalent to the width of one of the corridor boundary lines shown in colour here.



### FUTURE HIGHWAY #407

On the northern portion of the map, two alternatives for Highway #407 are indicated. The area defined by a broken line indicates the area where 407 could cross over, either to the north or south. The areas of special significance at either end of the broken lines are to be avoided in locating this highway.

(NOTE: According to the Ministry of Transportation and Communications, construction of this road may begin in the 1990's, although it may start earlier if the proposed Federal Airport is built.)

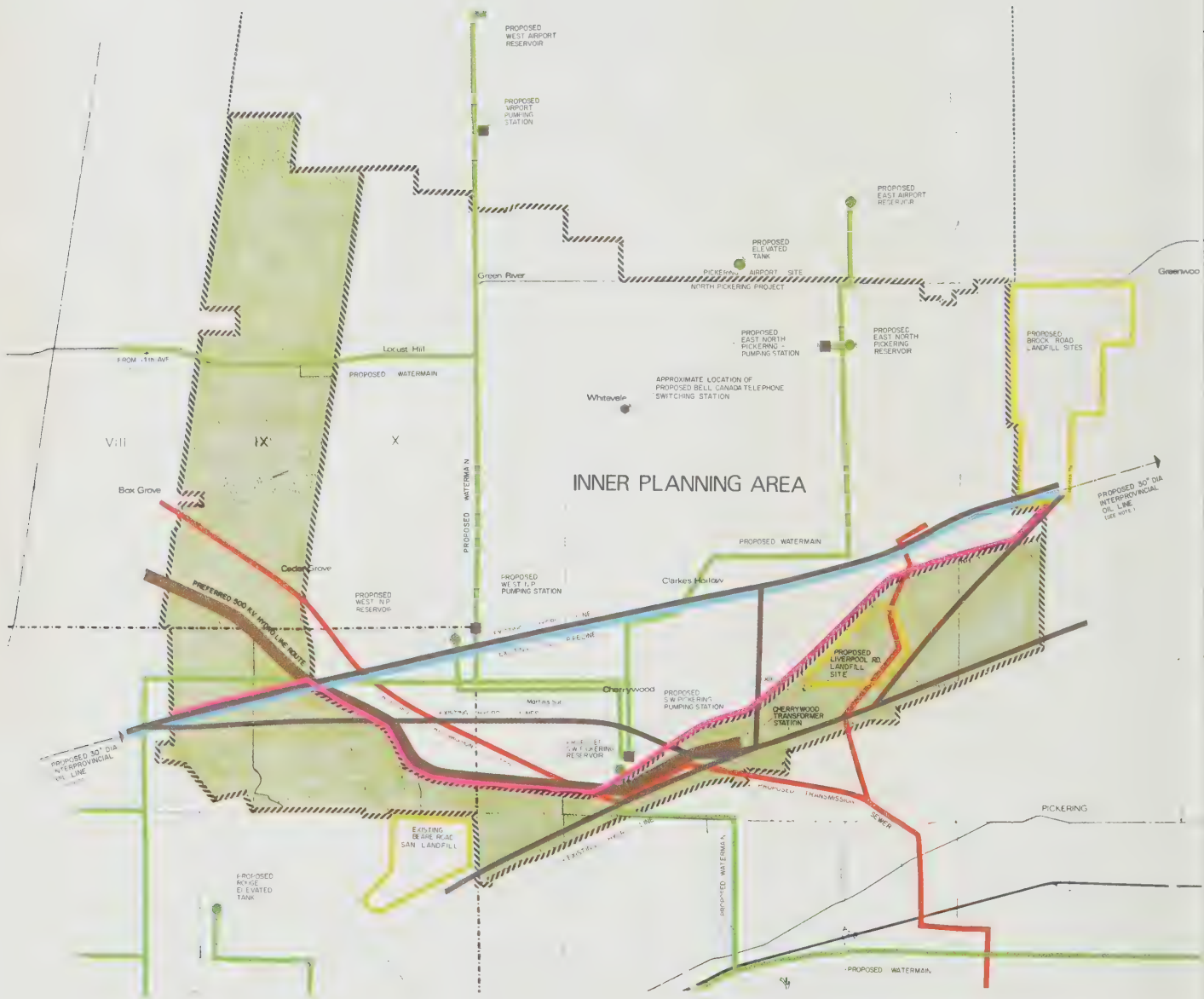
### FUTURE EAST METRO TRANSPORTATION CORRIDOR

On the east and west side of the site two areas (outlined in red on the west and light green on the east) indicate the study areas within which the proposed East Metro Freeway could be constructed. It could be located on either the west or east side, or both, depending on traffic requirements, to service both the recreational areas developing to the north, and the proposed new Federal Airport, should it proceed.









(NOTE: The timing for construction of this road would be between 1980-85 if the proposed Federal Airport is built, and after 1985 if it is not.)

## EXISTING AND ANTICIPATED REGIONAL SERVICES (MAP 5)

This map outlines some of the major services anticipated for this Region.

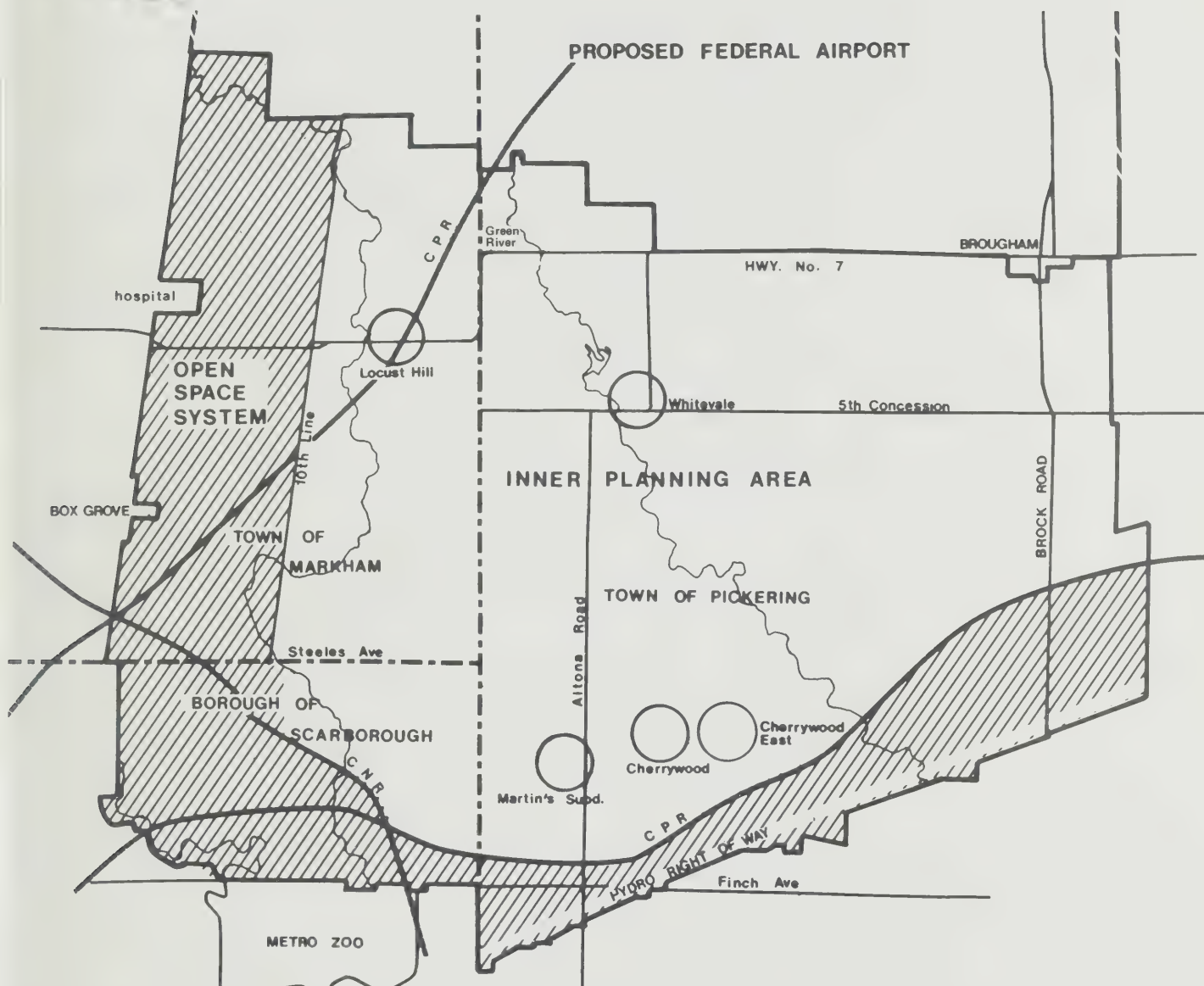


### COLOUR CODE

- |  |   |
|--|---|
|  Proposed Trunk Watermains & Reservoirs               |  Preferred Route for Proposed 500 Kilo-Volt Hydro Line |
|  Proposed Central York Trunk Sewer                    |  Existing and Proposed Sanitary Landfill Sites         |
|  Existing Hydro Lines                                 |  Open Space System                                     |
|  Existing Oil Pipeline (10" Diameter)                 |   |
|  Proposed Interprovincial Oil Pipeline (30" Diameter) |   |



This map of the site shows most of the important features which presently exist, and can be used to indicate your ideas and/or preferences.



North Pickering Project  
950 Yonge Street, 6th Floor,  
Toronto, Ontario  
M7A 1Y7



Ontario

Ministry of Housing

Hon. Sidney B. Handleman, *Minister*  
R. M. Warren, *Deputy Minister*





**MATURE SIZE**

**A<sub>1</sub>**

Time to  
Complete  
Up to 1985  
(5 - 8 years)

Approximate  
Population Range  
25,000 - 35,000

% of site used for  
Urban Development  
approximately 7%

Urban development is centred on the <sup>east</sup>~~west~~ side of the West Duffin Creek.



**Characteristics**

1. Existing grid road pattern, with improvement and additions, could accommodate the proposed urban growth.
2. No regional public transit facilities are provided for other than inter-urban bus service.
3. Hamlets have not been physically integrated into the proposed urban development.
4. Shopping, cultural, recreational, and institutional facilities would be created near the centre of the residential area, scaled to the population range.

5. Industrial facilities located on the east side of Brock Road, north of the 4th Concession Road.
6. Highway #7, in a widened form, bypasses Green River and Locust Hill on the south side.
7. Major freeways would be constructed subsequent to the completion of the community, and would include Highway #407 running east-west on the north and the East Metro Freeway on either or both the west and east sides of the site. (See Factor Map 4, Natural and Man-made Influences brochure.)

## MATURE SIZE

# A<sub>2</sub>

Time to  
Complete

Up to 1995  
(8 - 18 years)

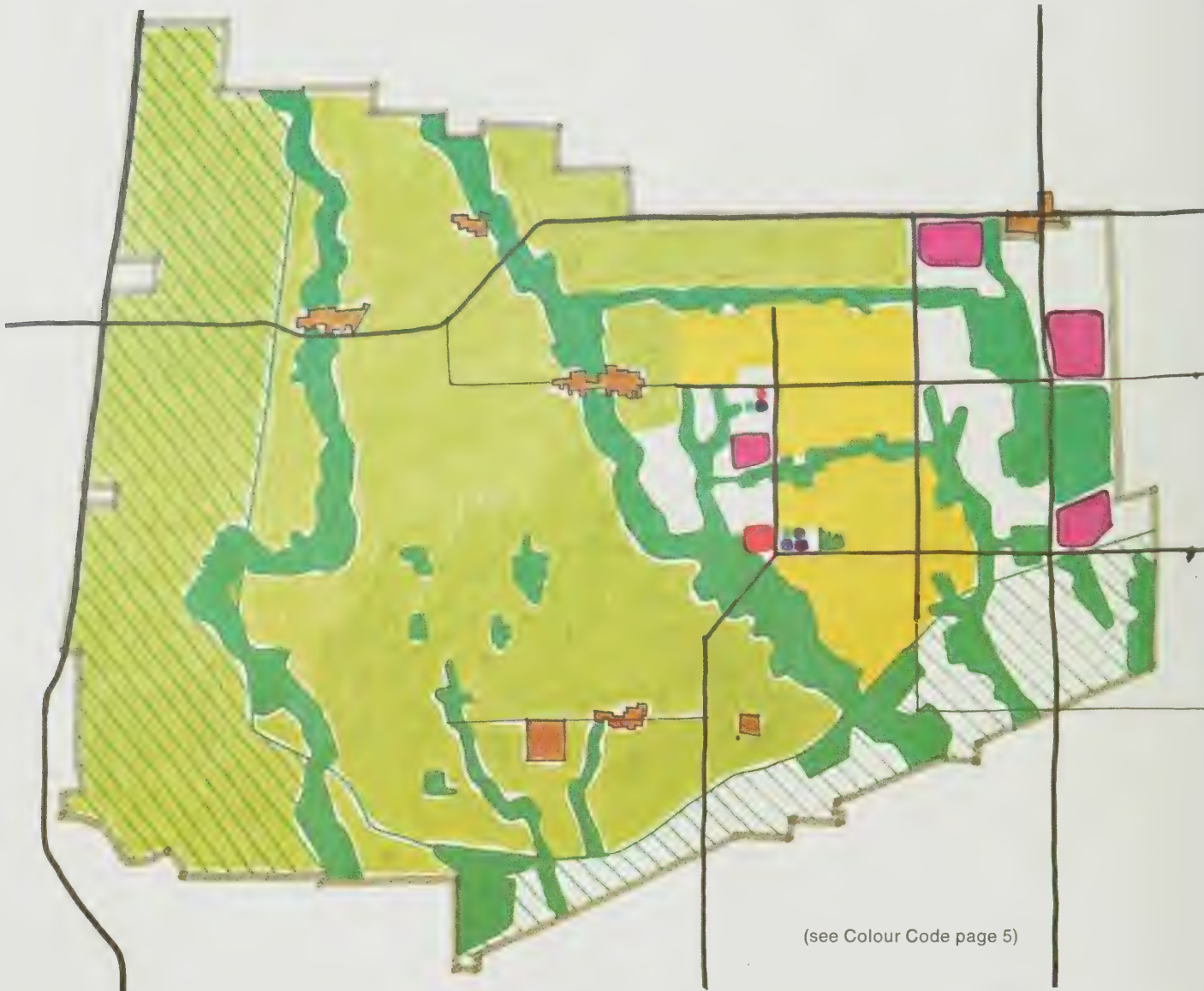
Approximate  
Population Range

65,000 - 85,000

% of site used for  
Urban Development

approximately 14%

This approach differs from A1 in that urban development is further north and east, yet remains centred east of the West Duffin Creek. Two distinct residential nodes are established. They are separated by open space and contain a centre for commercial and other activities.



(see Colour Code page 5)

### Characteristics

1. Existing grid road pattern, with improvement and additions, would accommodate the proposed urban growth.
2. No regional public transit facilities are provided for other than inter-urban bus service.
3. Hamlets have not been physically integrated into the urban development.
4. Shopping, cultural, recreational and institutional facilities are located adjacent to development, and in reserve areas.
5. Employment areas, for the most part, located in the north-east part of the site with a smaller employment centre proposed near residential areas.
6. Highway #7, in a widened form, bypasses Green River and Locust Hill on the south side.
7. Major freeways would be constructed subsequent to the completion of the community and would include Highway #407 running east-west on the north and the East Metro Freeway on either or both the west and east sides of the site. (See Factor Map 4, Natural and Man-Made Influences brochure.)



**MATURE SIZE**

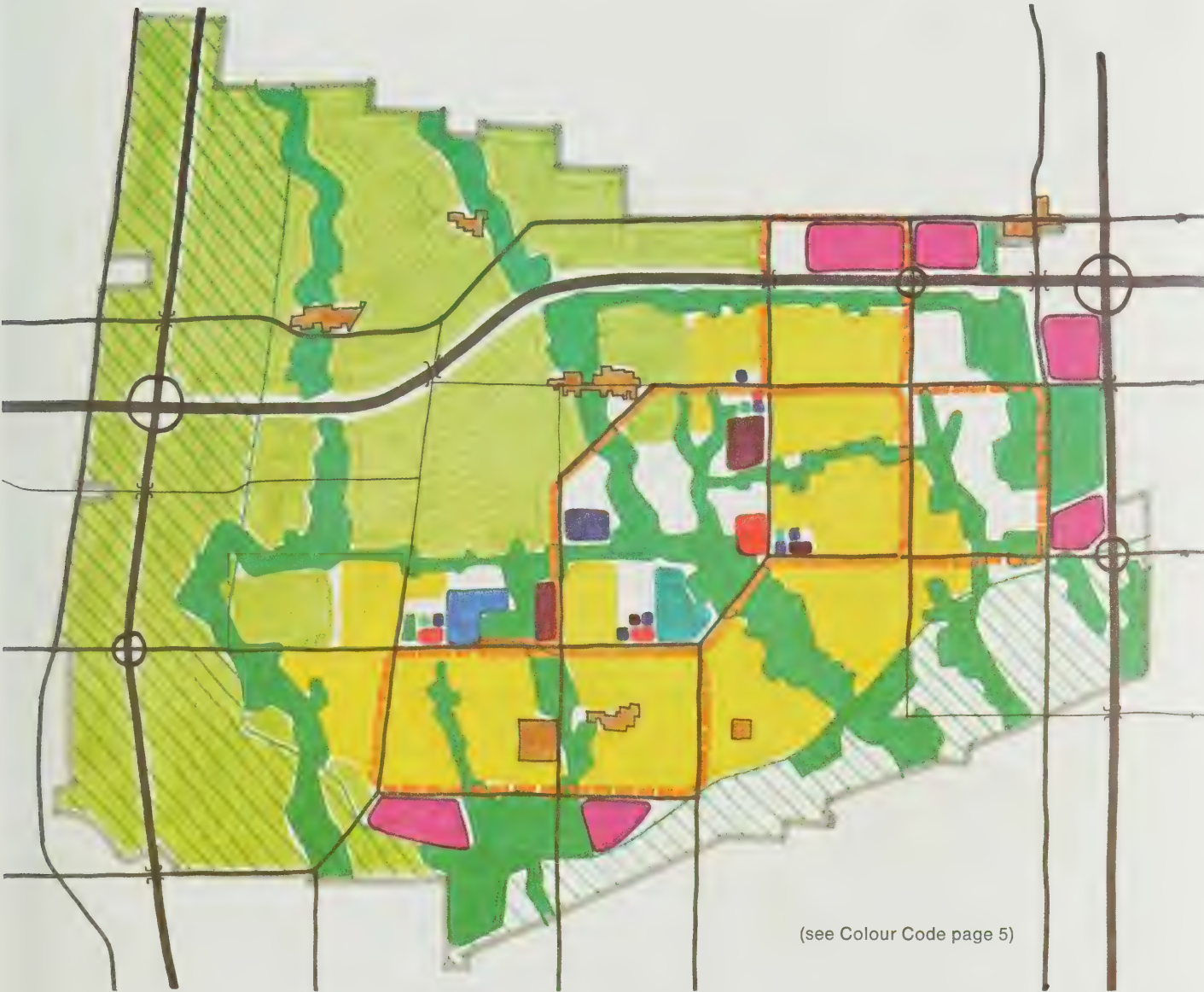
**A<sub>3</sub>**

Time to Complete  
Up to 2010  
(18 - 33 years)

Approximate Population Range  
130,000 - 170,000

% of site used for Urban Development  
approximately 35%

This mature size provides for urban development on the east and west sides of the West Duffin Creek. An extensive, internal open space system includes existing valley lands, woodlots, and areas having recreational capability, defines the major residential areas.



(see Colour Code page 5)

**Characteristics**

1. No rapid transit system.
2. A strong, internal road system connects the subcentres to the "GO" service in South Pickering. Major freeways built during this time period include Highway #407 running east-west on the north, and the East Metro Freeway on either or both the west and east side of the site.
3. The hamlets of Cherrywood East, Cherrywood, Martin's Subdivision, and parts of Cedar Grove are integrated into the urban area.
4. Shopping, cultural, recreational and institutional facilities would be created for each major residential module. A major "special use area" would be established as part of each subcentre, and might include a community college, hospital, office complex, etc.
5. Employment areas, although concentrated to some extent in the north-east are dispersed throughout the total development area.

## MATURE SIZE

# A<sub>4</sub>

Time to  
Complete  
Beyond 2000

Approximate  
Population Range  
175,000 - 225,000

% of site used for  
Urban Development  
approximately 50%

This mature size provides for significant urban development on the west side of the West Duffin Creek as well as on the east side. An extensive, internal Open Space System includes existing valley lands, woodlots, and areas having recreational capability, defines major residential areas.



(see Colour Code page 5)

### Characteristics

1. No single Town Centre. Commercial facilities are dispersed throughout the community. Special "one-of-a-kind" facilities of community-wide significance are clustered around the West Duffin Creek.
2. Major road facilities include Highway #407 shown in its northerly corridor; and the East Metro Freeway in either or both westerly and easterly positions.

3. No rapid transit facility. A strong internal road system connects the sub-centres to the "GO" service in South Pickering.
4. A strong internal road system, based on a spacing of approximately 1 ¼ miles, to a large extent uses existing road patterns.
5. Employment and industrial areas dispersed over the entire site with some concentration in the north-eastern sector.





## A "DISPERSED" APPROACH

### General Comments

In comparing concepts A, B or C, Mature Sizes '1' and '2' are approximately similar. Major differences between concepts become apparent in Mature Sizes '3' or '4'.

Concepts A3 and A4 use a "Dispersed" Approach. Proposed land uses, including housing, are dispersed throughout the developed portions of the "Inner Planning Area". There is no single, multi-functional Town Centre. Instead, a series of integrated residential modules would be developed, each having its own recreational and industrial components and local centre. The "Dispersed" nature of this approach does not make a rapid transit system feasible. Local public transit would be based on buses or a similar medium capacity system.

### COLOUR CODE

	Residential		Valley Lands and Recreation
	Shopping		Hamlets
	Employment		Roads
	Institutional		Rapid Transit
	Agriculture		Reserve Areas
	Open Space System		



NOTES:

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North Pickering Project  
950 Yonge Street, 6th Floor,  
Toronto, Ontario  
M7A 1Y7



Ministry of Housing

Hon. Sidney B. Handleman, *Minister*  
R. M. Warren, *Deputy Minister*





MATURE SIZE

C<sub>1</sub>

Time to Complete	Approximate Population Range	% of site used for Urban Development
Up to 1985 (5 - 8 years)	25,000 - 35,000	approximately 7%

Urban development is located adjacent to and east of the West Duffin Creek.



Characteristics

- Existing grid road pattern, with improvements and additions, could accommodate the proposed urban growth.
  - No regional public transit facilities are provided for other than inter-urban bus service.
  - Hamlets have not been physically integrated into the proposed urban development.
  - Shopping, cultural, recreational and institutional facilities would be created near the centre of the residential area.
- Industrial facilities are located east of Brock Road, north of the 4th Concession Road.
  - Highway #7, in a widened form, bypasses Green River and Locust Hill on the south side.
  - Major freeways would be constructed subsequent to the completion of the community and would include Highway #407 in a southern alignment and the East Metro Freeway on either or both the west and east sides of the site. (See Factor Map 4, Natural and Man-made influences brochure.)

**C<sub>2</sub>**

% of site used for  
Urban Development  
approximately 14%

(see Colour Code page 5)

1. The existing road pattern, with improvements and additions, can accommodate the population.
2. No regional public transit facilities are provided for other than inter-urban bus service.
3. Shopping, cultural, recreational and institutional facilities are located central to the residential areas.

4. Employment areas are located east of Brock Road and south of Highway #7.
5. Four-lane Highway #7 bypasses Green River and Locust Hill to the south side.
6. Major freeways would be constructed subsequent to the completion of the community and would include Highway #407 in a southern alignment and the East Metro Freeway on either or both the west and east sides of the site. (See Factor Map 4, Natural and Man-made Influences brochure.)



MATURE SIZE	Time to Complete	Approximate Population Range	% of site used for Urban Development
C <sub>3</sub>	Up to 2010 (18 - 33 years)	130,000 - 170,000	approximately 35%

In this Concept, urban growth exists on both sides of the West Duffin Creek, and Highway #407 acts as the northern residential boundary.



**Characteristics**

1. The internal road system reflects “radial” characteristics.
2. Major freeways expected to be built during this period include Highway #407 in a southern alignment. The East Metro Freeway would be built in the Open Space System on the west.
3. A sub-regional Town Centre, serving the community and surrounding areas, is established south of Highway #407.
4. Local shopping, cultural, recreational and institutional uses are established for each residential neighbourhood.
5. Employment areas, although concentrated in the north-east, are also located in the south and in the Town Centre.
6. An extensive, internal Open Space System including existing valley lands, woodlots, and areas having recreational capability, focuses on the Town Centre defines major residential areas.







## A "RADIAL" APPROACH

### General Comments

In comparing Concepts A, B or C, Mature Sizes "1" and "2" are approximately the same. Major differences between concepts become apparent at Mature Sizes "3" or "4".

In Concepts C3 and C4, a "radial" pattern is used. There is a single, centrally-located, multi-functional Town Centre. The Open Space System, the internal road network and the residential components radiate outwards from the Centre. Highway #407 follows a southern alignment and bisects the community while passing through the Town Centre. This enables the highway to more readily relate and provide services to residents in the "sub-region" immediately surrounding the New Community.

### COLOUR CODE

	Residential		Valley Lands and Recreation
	Shopping		Hamlets
	Employment		Roads
	Institutional		Rapid Transit
	Agriculture		Reserve Areas
	Open Space System		



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R. M. Warren, *Deputy Minister*





**MATURE SIZE**

**B<sub>1</sub>**

Time to Complete  
Up to 1985  
(5 - 8 years)

Approximate  
Population Range  
25,000 - 35,000

% of site used for  
Urban Development  
approximately 7%

Initial development would be located adjacent to and east of West Duffin Creek.



**Characteristics**

1. Existing grid road pattern, with improvement and additions, could accommodate proposed urban development.
2. No regional public transit facilities are provided for other than inter-urban bus service.
3. Hamlets have not been physically integrated into urban development.
4. Shopping, cultural, recreational, and institutional facilities created near the centre of the residential area.
5. Industrial facilities located on the east side of Brock Road, north of the 4th Concession Road.
6. Highway #7, in a widened form, bypasses Green River and Locust Hill on the north side.
7. Major freeways would be constructed subsequent to the completion of the community and would include Highway #407 running east-west on the north, and the East Metro Freeway on either or both the west and east sides of the site. (See Factor Map 4, Natural and Man-Made Influences brochure.)

## MATURE SIZE

# B<sub>2</sub>

Time to  
Complete

Up to 1995  
(8 - 18 years)

Approximate  
Population Range

65,000 - 85,000

% of site used for  
Urban Development

approximately 14%

Urban development takes place on the west side of the West Duffin Creek and along the southern part of the Inner Planning area.



(see Colour Code page 5)

### Characteristics

1. There would be a south-west to north-east rapid transit line connecting the community with Metropolitan Toronto and the proposed federal airport (if built). One station would be located at the Town Centre.
2. A new road pattern is developed to complement the rapid transit system.
3. Commercial, recreational and employment facilities are concentrated at a Town Centre.
4. Local shopping, cultural, recreational and institutional facilities would be established remote from the Town Centre to serve individual residential sectors.
5. Employment areas, for the most part, are planned east of Brock Road, north of the 4th Concession Road.
6. A 4-lane Highway #7 bypasses Green River and Locust Hill to the north.
7. Major freeways would be constructed subsequent to the completion of the community, and would include Highway #407 running east-west in the north and the East Metro Freeway on either or both the west and east sides of the site. (See Factor Map 4, Natural and Man-Made Influences brochure.)



## MATURE SIZE

**B<sub>3</sub>**

Time to  
Complete

Up to 2010)  
(18 - 33 years)

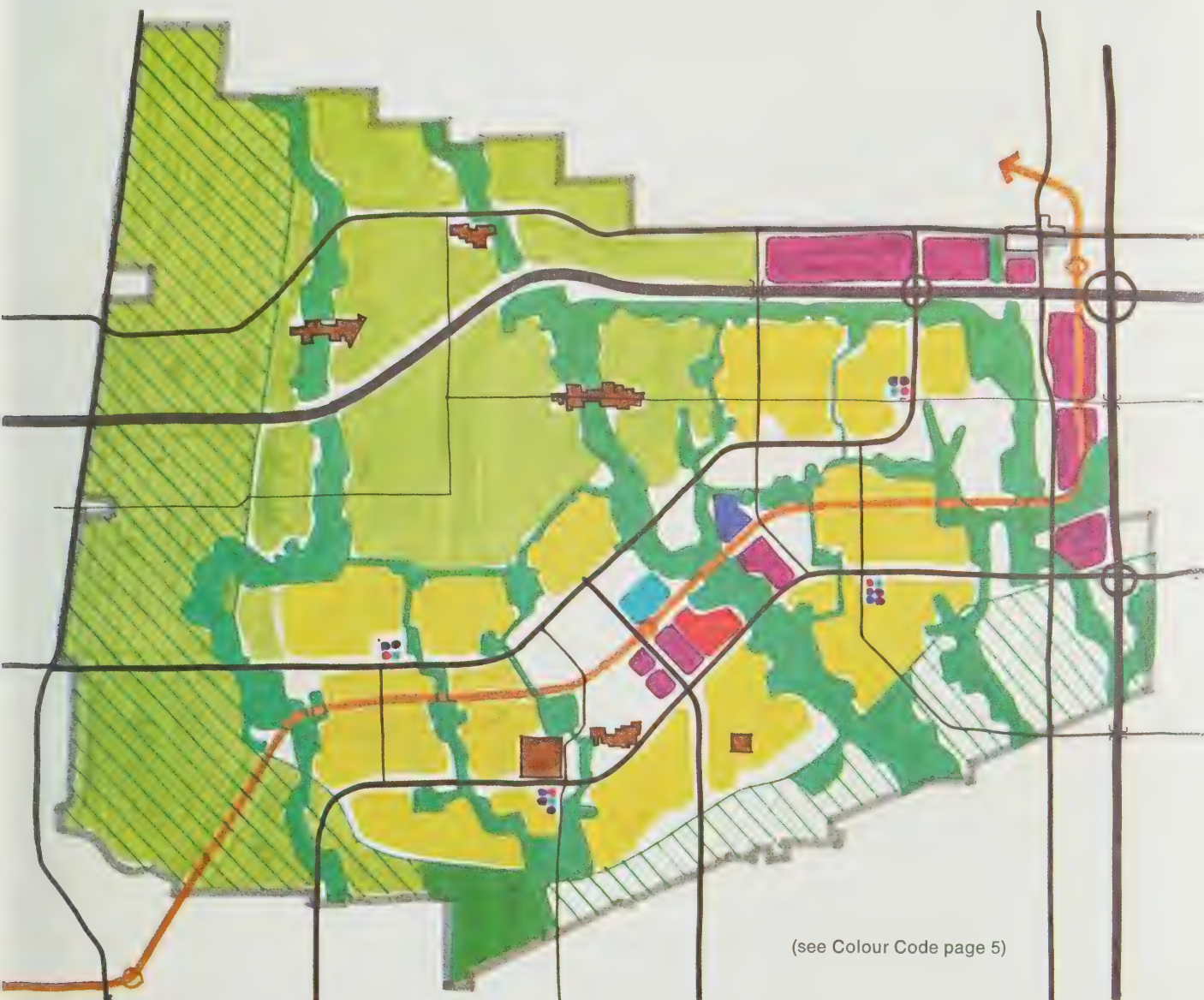
Approximate  
Population Range

130,000 - 170,000

% of land used for  
Urban Development

approximately 35%

Urban growth takes place on the east and west sides of the West Duffin Creek and on both the north and south sides of the rapid transit system. An extensive internal Open Space System exists using valley lands, woodlots and areas having recreational capability focuses on the Town Centre defines major residential areas.



## Characteristics

1. A significant internal road system is created on a non-grid pattern.
2. Major freeways built during this time period include Highway #407, crossing the northern part of the site, and the East Metro Freeway located east of Brock Road.
3. Employment areas concentrated in the north-eastern

part of the site, north of Highway #407 and east of Brock Road.

4. There would be a south-west to north-east rapid transit line connecting the community with Metropolitan Toronto and the proposed federal airport (if built). Two stations are located within the site and provide some internal service.
5. Reserve areas (white) allow future options for expansion of the Town Centre or the internal Open Space System.

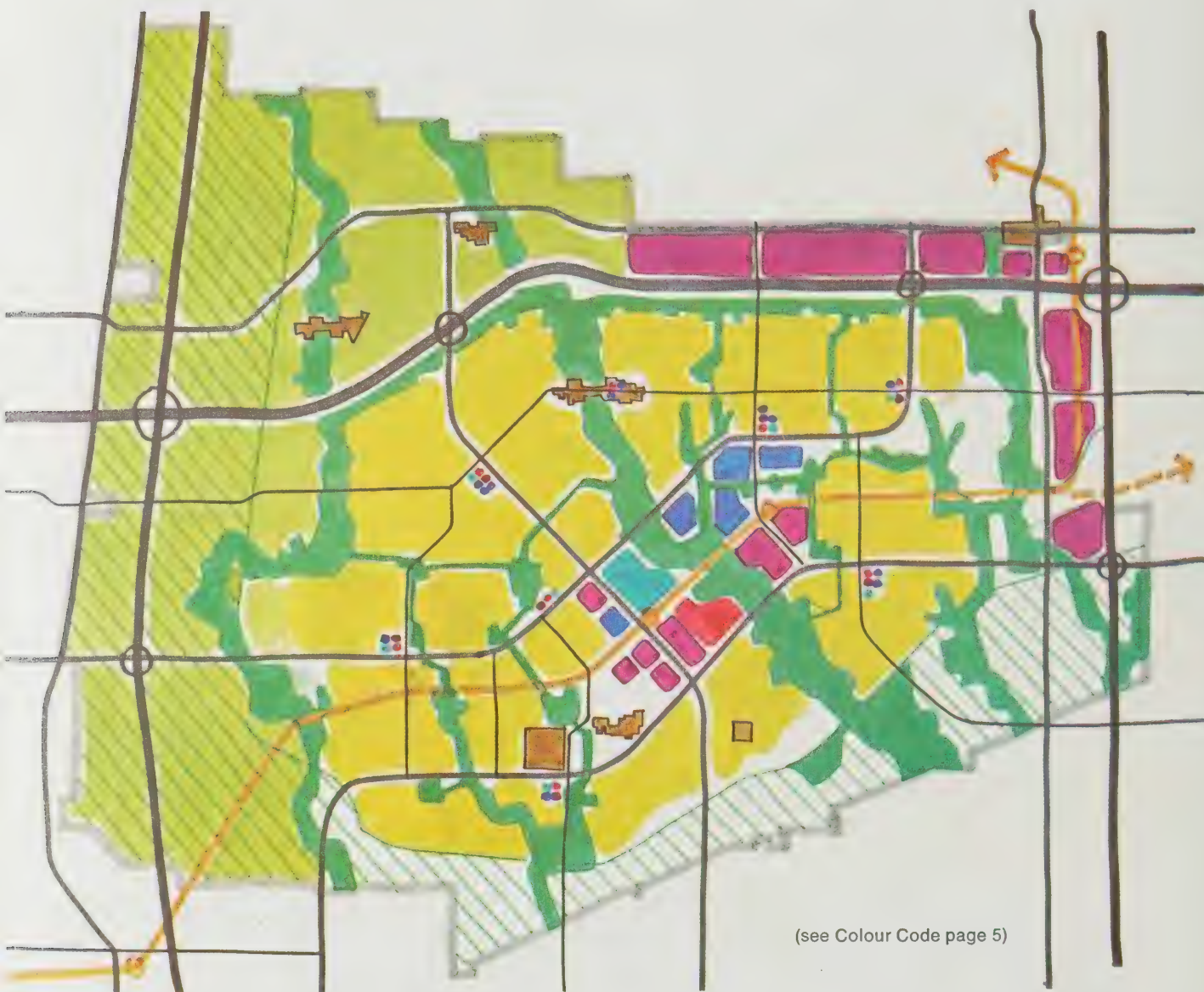
**MATURE SIZE****B<sub>4</sub>**

Time to  
Complete  
Beyond 2000

Approximate  
Population Range  
175,000 - 225,000

% of site used for  
Urban Development  
approximately 50%

This concept provides a significant new community and utilizes 50% of the site for urban development. An existing internal Open Space System including existing valley lands, woodlots, and areas having recreational capability focuses on the Town Centre defines major residential areas.

**Characteristics**

1. Major road facilities include Highway #407, in a northern alignment, and the East Metro Freeway on both the west and east sides of the site.
2. A strong element of this approach is the rapid transit line. It would connect the community with Metropolitan Toronto and the proposed federal airport (if built). Three stations would be located within the site and provide some internal service.
3. The internal road system, parallels the rapid transit line and accommodates north-east/south-west flow of major movement.
4. Employment areas are concentrated in the north-east to help counter-balance a commuter flow to Metro Toronto.
5. Several neighbourhood centres serving from 20,000 to 30,000 persons, are located throughout the site to provide commercial, social, cultural and recreational facilities at the village or community scale.





## A “LINEAR” APPROACH










### General Comments

In comparing Concepts A, B or C, Mature Sizes ‘1’ and ‘2’ are approximately the same. Major differences between concepts become apparent at Mature Sizes ‘3’ or ‘4’.

In Concepts B3 and B4, a Linear pattern is used. There is a single, multi-functional Town Centre located at the West Duffin Creek. It would contain the main facilities for shopping, business, culture, recreation and government.

The “Linear” approach provides a focus for a medium-capacity local transit system. With a strong parallel road system, it would reinforce major movement in a north-east to south-west flow.

### COLOUR CODE

	Residential		Valley Lands and Recreation
	Shopping		Hamlets
	Employment		Roads
	Institutional		Rapid Transit
	Agriculture		Reserve Areas
	Open Space System		



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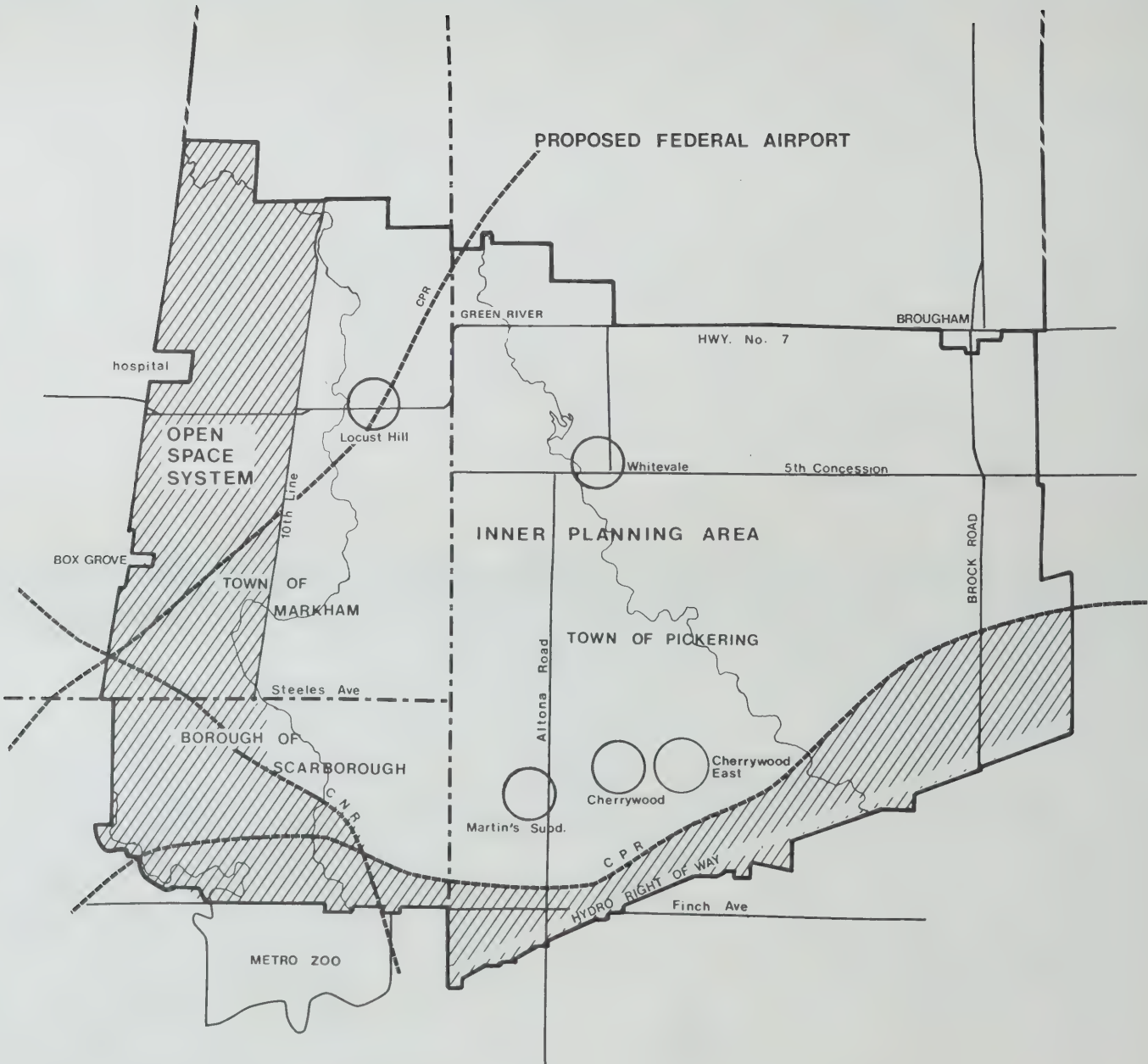
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TORONTO, ONTARIO  
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**WHAT DO YOU THINK ABOUT THESE PRELIMINARY CONCEPTS?**

Your ideas and preferences are needed by the planners to help determine the future form of the North Pickering Planning Area. The possibilities are almost limitless — we would appreciate your ideas. They will be assessed and help in the development of additional concepts which will be forwarded to you in the coming months.

1. Are there any of these concepts which you feel should be omitted from further consideration? If so, Why?

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2. Of the remaining concepts, which do you prefer and why?

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3. Are there any other approaches or ideas which should be included? If so, please describe them, or if you prefer, use the enclosed outline map of the Project site to prepare a sketch of your ideas.

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4. We would like to know your reactions to the questions listed at the end of the pamphlet “An Introduction to the Planning Kit”. Please review them and write them in the space provided below, and add any other considerations that you think should be included.

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5. Where on the site should development begin?

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6. Please maintain/add/delete my name on your mailing list. (circle one)

Name.....Tel. No.....

Address.....

.....

.....



**Public Participation Section  
North Pickering Project**  
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M7A 1Y7

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